

## SCORE KILLED BY FIRE IN OMAHA HOTEL

Ruins Where All but Four Bodies  
Are Still Buried May In-  
crease Death List.

### GUESTS CAUGHT ASLEEP

Seventy-five Persons May Have  
Been in Building and Exact  
Number of Lives Lost  
May Never Be Known.

### LIVES LOST IN BIG HOTEL FIRES.

Hotel Royal, New York, 1892.	18
Windsor Hotel, New York, March 17, 1899.	45
Cedar Rapids Hotel, Cedar Rapids, Iowa, 1903.	9
Park Avenue Hotel, New York, February 21, 1902.	21
General Slocum disaster, June 15, 1904.	1,021
Iroquois Theatre, Chicago, De- cember 30, 1903.	602
Brooklyn Theatre, December 5, 1876.	289
Hoboken Piers, June 30, 1900.	145

Omaha, Feb. 28.—Fire early this morning destroyed the Dewey Hotel, at 13th and Farnam streets, a score and possibly more persons losing their lives. The register of the little hostelry was burned, and the names of those who died in the flames probably will never be known. To-night only four bodies had been recovered. These were of persons who either jumped from windows or died from exposure or injuries. The identified dead:

Charles Cummings, a bartender.  
Mrs. Alice Bonnevill, sister of Mrs. C. E. Wilkins, wife of the proprietor of the hotel.  
Charles Beverly, employed by a local commission firm.  
The fourth body, unidentified, was recovered by firemen before the interior of the building collapsed.

Cummings' brother arrived this morning from Pittsburgh to visit him, only to learn of his tragic death. Cummings jumped from the third floor to the sidewalk, his head and body being badly crushed.

The fire occurred at an hour when few persons were in the vicinity, and the interior of the building, which was an old one, was a mass of flames before the firemen arrived. Not less than fifty persons were sleeping in the building, and estimates of the number run as high as seventy-five. At least thirty are known to have escaped. Many of them were scantily clad, and had taken either to the Emergency Hospital or to hotels.

About a third of the guests were Nebraskaans who had come to the city to attend the automobile show. Most of them had rooms near the two exits, and so far as known all escaped to the street. The money loss is estimated at \$250,000.

Owing to the inflammable nature of the structure the heat was intense and the firemen did not get the flames under control for several hours. Then the interior had collapsed and fallen into the basement. Here, beneath hundreds of tons of debris, to-night lie the bodies of the victims, and it may require two days to remove them from the debris cellar.

It is believed the loss of life was caused by a gas explosion in the rear of the building. Only a few weeks ago there was discovered a leaking gas main, which caused the management of the hotel to arouse all the guests. At that time it was necessary to cut off the gas supply and open all the windows and doors. To-day's explosion is believed to have resulted from a similar condition.

Mrs. C. E. Hawkins, who had a room on the second floor, dragged her sister, Miss Alice Bonnevill, to a window. There Miss Bonnevill collapsed. Mrs. Hawkins jumped, and, though two policemen broke her fall, she was badly injured.

Izelle Steiss, a newspaper carrier, was one of the heroes of the fire. Before the firemen arrived he rushed into the building and assisted the night clerk to arouse those who were asleep. He helped drag several half-dazed persons from the building and then collapsed from the effects of smoke. He was removed to a hospital and revived.

Jeane Noid, an employee of the hotel, probably saved the lives of twenty persons. He was awakened by the cry of fire, and, half dressed, hurried through the smoke-filled halls arousing guests. He got a number of persons out of the burning building, all of them half clad.

Bitterly cold weather added to the discomfort of those who had to flee for their lives and frozen hose lines handicapped the firemen.

## SUFFRAGE STIRS CONGRESS

### Sub-Committee Headed by Hobson Will Investigate.

Washington, Feb. 28.—Congress has taken up the woman suffrage question in earnest by the designation of a sub-committee, headed by Representative Hobson, to inquire and report to the House whether it would be better to leave the question of equal suffrage in the election of President and Vice-President to a constitutional amendment or to the action of separate states. Various committees of Congress have for many years considered proposed amendments, but none has ever reported one out.

Representative Porter, of Pennsylvania, and Tribble, of Georgia, will work with Representative Hobson in the inquiry, which probably will take the form of "hearings." It is promised that a report will be presented to the incoming Congress before it ends, two years hence.

## TWO BATTLESHIPS ARE AUTHORIZED BY SENATE

Transport, Supply Ship, De-  
stroyers and Submarines Ad-  
ded to House Bill List.

### BIGGER NAVY UNOPPOSED

Only 12 Democratic Senators  
Voted Against Increase—  
House Expected to De-  
feat Programme.

(From The Tribune Bureau.)  
Washington, Feb. 28.—By a vote of 56 to 16 the Senate to-night overturned the economy programme of the House Democrats and authorized the construction of two battleships, at a cost not exceeding \$7,425,000 each, exclusive of armor and armament, and added to the list of vessels provided for in the House bill a transport, to cost \$1,500,000; one supply ship, to cost \$1,425,000; six torpedo boat destroyers and four submarines.

The Senate amendment was adopted without even a show of opposition and hardly the formality of a rollcall. Only twelve Democratic Senators were recorded against the two-battleship plan—Senators Bacon, Gore, Johnston, Kern, Lea, Myers, Pittman, Pomerene, Shively, Smith (of Georgia), Smith (of South Carolina) and Thomas. The four Republicans who joined with them were Senators Burton, Bristow, Mcumber and La Follette.

Two Democrats, Senators Chamberlain and Thornton, even went to the extent of voting for three battleships, the amendment to that effect offered by Senator Brandegee being voted down by 48 to 21. It was obvious when the two battleships amendment came up that there was no enthusiasm on the Democratic side for the plan of the House to economize at the expense of the navy. Senator Rayner, the only one to make a speech on the subject, advocated an effective navy. The amendment was about to be slipped through when Senator Bristow suggested that it might be well to have a rollcall.

When a quorum of the Senate had been summoned and Senator Brandegee offered his amendment to increase the number of battleships to three, in order to maintain the policy of laying down two a year, the galleries, which were crowded with visitors, broke out in a storm of applause.

As an explanation of the attitude of the committee Senator Perkins presented a letter from the Secretary of the Navy calling attention to the rapid increase of the navies of other world powers. In 1915, Secretary Meyer said, Germany will have twenty-seven battleships of the modern type, while the United States will have only fifteen. He also pointed out that six of such ships as the Iowa, the Kentucky and the Kearsarge will be no match for the armament of these modern vessels.

The bill, carrying appropriations approximately \$50,000,000, finally passed the Senate just before midnight, after Senator Thomas, of Colorado, had made a final and unsuccessful effort to secure the adoption of a one-battleship amendment. In order to enforce his two-battleship programme and to hasten the settlement of the issue with the House, the Senate named Senators Perkins, Penrose and Tillman as a conference committee to meet a House committee in case the House refuses to accept the two-battleship amendment.

The defeat of the two battleship programme in the House is looked for by many members of that body. The House voted one battleship after a long struggle, and the one battleship advocates declare they will hold up the entire appropriation bill rather than accept Senate amendments adding the second ship.

### BATTLESHIP CONTRACT LET

The Pennsylvania To Be Built  
at Newport News.

(From The Tribune Bureau.)  
Washington, Feb. 28.—The contract for the construction of the Pennsylvania, the largest battleship ordered yet by any of the great navies of the world, was signed at noon to-day by the Secretary of the Navy and representatives of the Newport News Shipbuilding and Dry Dock Company.

The contract is for \$7,200,000 for the construction of the great fighting machine in accordance with the Navy Department's plans and specifications, except as regards the propelling machinery, which is to be in accordance with one of the alternative designs prepared and submitted by the successful bidder. Under the terms of the contract the vessel will be completed within sixty-six months. The Pennsylvania will be of the following dimensions and characteristics:

Length on designer's waterline, 690 feet; length over all, 695 feet; breadth, 97 feet 15 inch; draft, 25 feet 10 inches; displacement, 31,500 tons; speed on four-hour trial, twenty-one knots; heavy battery, twelve 14-inch guns; four submerged torpedo tubes, supported by a torpedo defence battery of twenty-two 5-inch guns. She will carry a crew of about nine hundred and fifty officers and men.

### L. I. R. R. TO RAISE FARES

Public Service Commission  
Sanctions New Rates.

The Long Island Railroad Company yesterday obtained from the Public Service Commission permission to file a new tariff of passenger rates, which will mean increased fares of from one to three cents on express trains from Union Hall station, at Jamaica, to many points between that station and Brooklyn. Fares for local electric train service will remain the same from Flatbush avenue to Belmont Park, with the single exception of the fare from Jamaica to Belmont Park, which will be reduced two cents.

## DEMOCRATS DRAW UP CABINET "DOPE SHEET"

Latest Guess of Senators and Representatives  
—Who Don't Know—Puts Walter H.  
Page in Wilson's Official Family.

(From The Tribune Bureau.)  
Washington, Feb. 28.—The latest "dope sheet" of the Democratic Senators on the Wilson Cabinet is as follows:  
State—WILLIAM J. BRYAN.  
Treasury—C. R. CRANE.  
Justice—E. R. WALKER.  
War—WILLIAM G. MADOX.  
Navy—JOSEPHUS DANIELS.  
Postoffice—A. S. BURLESON.  
Interior—WALTER H. PAGE.  
Agriculture—C. W. DABNEY.  
Commerce—LOUIS D. BRANDEIS.  
Labor—W. B. WILSON.  
This slate is referred to as a "dope sheet," because leading Democratic members of both houses admit that for the most part they are merely guessing. An earnest effort was made to secure from the Vice-President-elect some information on the subject of the Cabinet by members of the Senate, but without success.

The assertion that Walter H. Page has been offered a Cabinet place and that he will probably take the portfolio of the Interior is made on excellent authority, although it is admitted he may be assigned to Agriculture.

Colonel George W. Goethals has some backers for Secretary of War, but it is not believed he would accept the post in advance of the completion of the Panama Canal, even were it offered to him.

Others predict that Obadiah Gardner will be in the Cabinet, but more believe that Mr. Gardner's chances have gone glimmering, and some pretend to see in his comment on President Wilson's purpose to make his headquarters for a part of the time in the President's room at the Capitol evidence of disquieting results from disappointment.

A movement which has already been of incalculable benefit to civilization and will, if unchecked, achieve far more.

"The Daily News" says:  
"Voluntary amendment is much more likely to suit the pride of American statesmen than arbitration, but if they were to defeat Senator Root's bill they could not resist arbitration. Mr. Wilson, one may be certain, would favor arbitration, if Congress were to reject the Root bill. In one way or the other, therefore, an honorable settlement of this question is highly probable, and all good friends of both countries will welcome the prospect."

"The Daily Chronicle" says:  
"Great Britain could safely trust to the adjudication of any court of arbitration, whether at The Hague or elsewhere, but after the expressions which have fallen from President-elect Wilson there is reason to hope that an amicable adjustment of the differences between the two countries will be reached by a shorter cut."

### ENGLAND STANDS BY CANAL PROTEST

Continued from first page.

of course, should the United States perceive the wisdom and equity of repealing the law to which objection is taken, no recourse to arbitration need be had. With a delicacy and a finesse which even Secretary Knox is compelled to admit, Sir Edward Grey argues the contention that arbitration should precede rather than follow the occurrence of actual friction, and the preferability of removing all possible occasion for difference before the canal is opened to the commerce of the world.

With a grace which brought a smile to the countenance of Mr. Knox as he read it, Sir Edward Grey compliments the United States on the broad and progressive stand it has always taken in favor of arbitration, and then deftly submits that the avoidance of friction has always been one of the main objects of treaties of arbitration, treaties in the advocacy of which the American government has always taken so prominent and admirable a part.

It is violating no confidence to say that, in addition to proving a disappointment, the reply of the British Foreign Office is also a surprise to the Secretary of State. He had believed that by his answer to Great Britain's formal protest he had put the British Minister in a position where he would be compelled to meet with particularity the arguments he advanced, and far more clearly and explicitly define the attitude of the British government than had been done in the former protest. Instead of so doing, and thus meeting the head of the State Department on his own ground, Sir Edward glides gracefully over the technicalities of Mr. Knox's argument with as much adroitness as was displayed by the Secretary in raising them.

While the most critical could find no fault with the polite phraseology of the British communication, in effect it amounts to a reiteration of the contention that the Panama Canal act violates its conception of the Hay-Pauncefote treaty, and that where the interpretation of a treaty is questioned by two friendly governments resort should be had to arbitration to determine the true meaning—a contention which is cleverly supported by the references to the undeviating championship of the principle of international arbitration for which the United States has made so admirable a record.

It may be going too far to attempt to describe Secretary Knox's thoughts as he read this very diplomatic communication, but it might not be a bad guess that some of the smiles it prompted were due to his reflection that it would be William J. Bryan who would have to crack this particular nut.

While speculation is rife as to what course Mr. Bryan and his assistants will pursue in the premises, it is asserted on unquestioned authority that before attempting to formulate a reply to Sir Edward Grey's communication the next administration will carefully feel out the situation in Congress, and, if there is found the slightest reason to believe that success would attend the effort, will take prompt steps to secure the repeal of the free tolls provision of the Panama Canal act.

### WILSON PLEASES ENGLAND

London Press Praises His Atti-  
tude on Panama Canal.

(By Cable to The Tribune.)  
London, March 1 (Saturday).—Several of to-day's newspapers comment editorially on Woodrow Wilson's reported approval of the Root amendment to the Panama Canal act. "The Daily Mail" says:  
"Mr. Wilson has made a pronouncement which will gain him the respect of Englishmen. He has boldly declared that he thinks the Hay-Pauncefote treaty should be observed and its provisions fulfilled by giving equal treatment to the mercantile vessels of all nations in the new waterway. There can be no question as to the ethics of the matter. The recent act is a flagrant violation of the agreement. It was passed only by the pull of certain great transport and financial interests in the lobbies in Washington and against the better sentiment of the country."

"The Daily Telegraph" says:  
"The United States has a history in regard to arbitration which she may well desire to maintain unspotted. The question now at issue is pre-eminent not to be settled by that means. It is legal in its nature and wholly concerned with the interpretation of a treaty. Refusal to submit it to independent decision would discredit and throw back

a movement which has already been of incalculable benefit to civilization and will, if unchecked, achieve far more."

"The Daily Chronicle" says:  
"Great Britain could safely trust to the adjudication of any court of arbitration, whether at The Hague or elsewhere, but after the expressions which have fallen from President-elect Wilson there is reason to hope that an amicable adjustment of the differences between the two countries will be reached by a shorter cut."

"The Daily Chronicle" says:  
"Great Britain could safely trust to the adjudication of any court of arbitration, whether at The Hague or elsewhere, but after the expressions which have fallen from President-elect Wilson there is reason to hope that an amicable adjustment of the differences between the two countries will be reached by a shorter cut."

## CABINET PLANS SAID TO BE HELD UP BY M'COMBS

Report of Prospective New  
Draft Follows Confab Here  
with Wilson.

### IS TWICE IN CONFERENCE

President-Elect Attends "With-  
in the Law"—Track Walker  
Saves Him from  
Wreck.

President-elect Wilson, William F. McCombs, chairman of the Democratic National Committee, and Colonel E. M. House held a conference late last night at the home of Colonel House, in East 53d street, at which, it was reported, the personnel of the Wilson Cabinet was discussed.

The conference was a long one, and the hour at which it was held led to the belief that, with inauguration day only three days off, President-elect Wilson had not yet decided finally on who were to be the members of his official family.

The President-elect and Colonel House saw "Within the Law" at the Eltinge Theatre last night, going directly after the show to Colonel House's apartments, where Mr. McCombs was waiting.

Earlier in the day Mr. McCombs had an hour's conference with the President-elect at the University Club, at which the Wilson Cabinet and other matters of importance were gone over. The subsequent conference at the home of Colonel House, however, led to considerable speculation, and the opinion was freely indulged in that Mr. McCombs had put in some potent argument against the selection of some of the men that Mr. Wilson had in mind for his official family.

The President-elect came to town last night for what he expected would be his last visit here for several weeks, thanking his lucky star that a vigilant track walker had discovered a broken rail in front of the railroad station at Tacony, Penn. The discovery saved the train in which the President-elect was riding from being badly wrecked. The train was composed entirely of wooden cars, and had the broken rail, which was about a foot long, been undiscovered there is no telling what would have happened.

Leaving Princeton at his usual early hour for his last set-to with his dentist in Philadelphia, the President-elect was contentedly reading his newspaper in the parlor car when the train stopped suddenly in front of Tacony station. Inquiry revealed the fact that a train which had passed only five minutes before had chipped a big chunk out of a rail about three hundred feet in front of where the train stopped. The break was discovered in time to flag the President-elect's train.

### WILSON'S TRAIN HELD UP.

The train was kept stalled while waiting for a gang of workmen to replace the broken rail. The President-elect in the mean time looking anxiously at his watch and wondering why he was being delayed, as his appointment with his dentist was for 9 o'clock. After four trains had passed on an adjoining track the President's train was finally switched over. Mr. Wilson left the train at West Philadelphia, then forty minutes late, and made a hurried trip to his dentist in a taxicab.

Mr. Wilson left Philadelphia on the 12 o'clock train, and for more than an hour of the journey had a bully time playing with Clarke Greenwood and Clara Greenwood, the little five-year-old son and daughter of Mrs. Clarke Greenwood, who were among the passengers.

The children had a bully time, too. They climbed all over the President-elect, pulled his hair, his nose and his ears, but Mr. Wilson did not seem to mind it in the least, for the more they pulled the better he seemed to enjoy himself. When they grew tired they sat, one on each knee. They wanted the President-elect to share their candy, but he had to decline this invitation, because, he explained, he did not want to undo the work of his dentist.

The private car of President Rea, of the Pennsylvania Railroad, was attached to the same train on which Mr. Wilson was riding. Mr. Rea invited Mr. Wilson to ride with him in the private car and also have luncheon, but the President-elect declined.

Mr. Wilson explained to Mr. Rea that he had made arrangements to dine with members of his party, and that he regretted his inability to accept the railroad president's invitation. Mr. Wilson and Mr. Rea have been personal acquaintances for some time.

### NO INVITATION TO CASTRO.

As his train was approaching New York the President-elect was shown a dispatch from Washington, saying Castro had announced in Havana to Mr. Baupre, the American Minister, that Mr. Wilson had extended him an invitation. Beyond the brief statement that it was "unusually false" the President-elect had no statement to make.

The President-elect arrived in New York at 2 o'clock and went to the studio of Seymour Thomas, where he posed for an hour or so while Mr. Thomas made some alterations in the portrait of the President-elect he had painted last fall. Mr. Wilson afterward went to the home of Colonel House, for dinner, and later went with the colonel to the Eltinge Theatre.

Mr. Wilson was cheered as he entered his box. At the close of the third act the audience again burst into applause, and the demand for a speech became so urgent that the President-elect stood up, and, pointing to the newspaper men sitting opposite, said:

"The newspaper men in the opposite box can tell you that just now I am making a virtue of silence."

Mr. Wilson will become a private citizen at noon to-morrow, when his resignation as Governor of New Jersey formally takes effect. Senator James F. Fielder, who will take the Governor's place, will be formally inaugurated to-morrow. Mr. Wilson will attend and formally turn over the great seal of the state to his successor.

### HEAVY SNOW AT LAKE GEORGE.

(By Telegraph to The Tribune.)  
Lake George, N. Y., Feb. 28.—Six inches of snow have fallen at Lake George, and the indications are that another storm is on the way. The thermometer was 23 degrees below zero to-day.

## HERO SAVES LIGHTHOUSE

Assistant Keeper Swoons After  
Fierce Battle with Flames.

(By Telegraph to The Tribune.)  
South Norwalk, Conn., Feb. 28.—Frederick Heiselman, assistant keeper of Peck's Ledge Lighthouse, in the Cuckoo Islands, had a harrowing experience in a fire at the lighthouse last evening.

The blaze started in the kitchen, and when he discovered the flames the thick smoke made it almost impossible for him to enter. Heiselman started the pump and poured water into the furnace which had been his kitchen. He fought the flames until they were subdued and fainted from exhaustion, coming to his senses some hours later.

Beneath the kitchen was stored 2,000 gallons of kerosene. The gasoline motors running the fog horn were working during the entire battle with the fire. Heiselman was in peril of his life, and property of the government valued at \$100,000, was at stake. A government inspector who was sent to the lighthouse to-day spoke in the highest terms of the heroic efforts of the young assistant.

### AUTO TROUBLES EN BLOC

Six Persons to Court in Car—  
Two Remain in Cells.

Two lawyers and six other persons were mixed up in a row over a motor car that began yesterday afternoon and ended at nightfall with two of the wranglers at the West 106th street police station. It was a long and colorful story. In the first place, Mrs. Susan McLaughlin, of No. 209 West 97th street, had a war of words with Benjamin O. Levine, of No. 224 West 96th street, accusing Levine of failing to pay \$105 which she said he owed on the car. A process server, Samuel Rosen, jumped into the car with Mrs. McLaughlin and her chauffeur, Harry Preston.

Levine ran out of a restaurant with his friend, Joseph E. Mulholland, an automobile salesman. Then Mrs. Jesse Batjer, a friend of Mrs. McLaughlin, turned up from somewhere. There was a terrible row going on when Patrolman Thompson arrived and arrested Mulholland because Mrs. Batjer said he had insulted her and Mrs. McLaughlin and Rosen because Levine said they were disorderly. Thompson took everybody to the West Side Court in the automobile. Oh, it was a friendly party—not!

Magistrate Campbell fined Mulholland \$10 and paroled Mrs. McLaughlin and Rosen in the custody of their lawyer, Edward J. Kelly. Samuel D. Matthews, Levine's lawyer, asked the magistrate to restrain Mrs. McLaughlin and her allies from troubling the car.

"It's a civil action, and I can't do it," said the magistrate.

This was the signal for a concerted rush to the machine in the street. Mrs. McLaughlin beat everybody else to a seat, closely followed by Mrs. Batjer and Preston. Mulholland leaped in, representing the other side. Levine grabbed off the license tag, risking being run over by Preston, who had started the car. Matthews and Preston dragged them back into court, followed by all the interested parties.

"Court's adjourned!" yelled a court officer, and Matthews and Preston were taken to the West 106th street station.

### GOFF DISCUSSES LAWYERS

Sincerity Law's Main Principle,  
Justice Tells Students.

(By Telegraph to The Tribune.)  
New Haven, Feb. 28.—Speaking to the Scholarship Society of the Yale Law School this evening, Justice Goff, of the New York Supreme Court, after asserting that he had not before made a public address in a decade, talked in an advisory way on "the lawyer," discussing main principles of the law. He said:

"Our profession is a storm center, both the judiciary and the bar. In the popular arena of discussion great questions have arisen which to many appear revolutionary. The delay of the law has invoked language that is scathing. President Taft has declared that the delay of justice in the United States is scandalous."

"I would suggest two innovations for law schools—a chair for the practice of the law and practice in the examination of witnesses as part of the law course. A great principle of law is sincerity. I have seen great orators and speakers, but have seen jurists consistently bring in verdicts against them. The jury seeks the lawyer who will get at the facts of the case. Of great orators the thought remains that they are not sincere. The orations of Demosthenes and Cicero do not affect us as the speeches of the Christian Apostles."

"I have never seen an innocent man convicted on taking the witness stand on his own behalf, and I have never seen a guilty man take the stand who was not beaten in his own cross-examination. It is almost superhuman work to extinguish truth. The most carefully constructed stories are liable to be shattered on cross-examination. It is the practice of some lawyers of being the servitors of corporations and of taking large fees that are really bribes. This is responsible for the public criticism of the law that now exists."

### TO PROBE HOEFER CHARGES

Sulzer Orders Committee to In-  
vestigate—Two Discharged.

Albany, Feb. 28.—The charges of alleged incompetency and inefficiency pending against Herman W. Hoefler, of New York, when he resigned yesterday as state architect will be probed by Governor Sulzer's committee of inquiry.

"I told the committee of inquiry to-day," said the governor, "to investigate the Capitol scandal and get all the facts on the record. I shall call a meeting of the trustees of public buildings with a view to cancelling existing contracts. Acting State Architect Sussdorf has promised to uncover frauds."

Mr. Sussdorf today dismissed J. P. Powers, of Queens, a deputy, who received an annual salary of \$5,000, and W. S. Costa, of New York, Hoefler's secretary, whose salary was \$2,700.

### B. Altman & Co.

are directing special attention to their department  
for

Misses' and Children's Shoes

where the new assortments of Spring and  
Summer footwear for the younger set are now  
being shown at moderate prices. Included  
are Shoes, Oxfords and Pumps in leathers  
appropriate for all occasions; also Outing  
Shoes having flexible soles, particularly  
adapted for athletic purposes.

EXPERT FITTING BY SPECIAL ATTENDANTS

Fifth Avenue, 34th and 35th Streets, New York.

are directing special attention to their department  
for

Misses' and Children's Shoes

where the new assortments of Spring and  
Summer footwear for the younger set are now  
being shown at moderate prices. Included  
are Shoes, Oxfords and Pumps in leathers  
appropriate for all occasions; also Outing  
Shoes having flexible soles, particularly  
adapted for athletic purposes.

EXPERT FITTING BY SPECIAL ATTENDANTS

Fifth Avenue, 34th and 35th Streets, New York.

are directing special attention to their department  
for

Misses' and Children's Shoes

where the new assortments of Spring and  
Summer footwear for the younger set are now  
being shown at moderate prices. Included  
are Shoes, Oxfords and Pumps in leathers  
appropriate for all occasions; also Outing  
Shoes having flexible soles, particularly  
adapted for athletic purposes.

EXPERT FITTING BY SPECIAL ATTENDANTS

Fifth Avenue, 34th and 35th Streets, New York.

are directing special attention to their department  
for

Misses' and Children's Shoes

where the new assortments of Spring and  
Summer footwear for the younger set are now  
being shown at moderate prices. Included  
are Shoes, Oxfords and Pumps in leathers  
appropriate for all occasions; also Outing  
Shoes having flexible soles, particularly  
adapted for athletic purposes.

EXPERT FITTING BY SPECIAL ATTENDANTS

Fifth Avenue, 34th and 35th Streets, New York.

are directing special attention to their department  
for

Misses' and Children's Shoes

where the new assortments of Spring and  
Summer footwear for the younger set are now  
being shown at moderate prices. Included  
are Shoes, Oxfords and Pumps in leathers  
appropriate for all occasions; also Outing  
Shoes having flexible soles, particularly  
adapted for athletic purposes.

EXPERT FITTING BY SPECIAL ATTENDANTS

Fifth Avenue, 34th and 35th Streets, New York.

are directing special attention to their department  
for

Misses' and Children's Shoes

where the new assortments of Spring and  
Summer footwear for the younger set are now  
being shown at moderate prices. Included  
are Shoes, Oxfords and Pumps in leathers  
appropriate for all